9960 autorickshaw drivers were prosecuted for refusal to carry passengers and 1655 for misbehaviour and overcharging. Similarly, 399 taxies were prosecuted for refusal to carry passengers and 517 for misbehaviour and overcharging. In addition 159 driving licences were suspended and action was taken to suspend permits in 247 cases. In addition the following measures have been taken:—

(1) Use of decoy passengers to check refusal from time to time.

(2) Introduction of new system of stamping and punching driving licences according to which a driving licence may be suspended after they are found committing three traffic violations.

(3) Recently, a new scheme of prepaid taxi service has been introduced at Palam Airport to avoid such complaints from the general public and also to help foreigners who visit India. This service is being availed of by most of the visitors to Palam Airport and appreciated by all.

(4) The traffic Police has taken special measures at Railway Stations, New Delhi, Delhi Main and Nizamuddin by introducing 'Q' of the TSRs and taxies so that the passengers arriving there get the taxies and TSRs without any difficulties/harassments. Besides this revised fare charts are also being distributed amongst the passengers in order to avoid overcharging.

Policy for appointment agents in lieu of G.S.A.

1265. SHRI RAJNI RANJAN SAHU: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that several international airlines operating in U.S.A. follow open policy for working as agents in lieu of appointing G.S.A., if so, the details thereof;

(b) whether Government propose to adopt this policy in case of Air India also, and do away with the practice of appointing G.S.A.; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) According to IATA definition, a General Sales Agent is one who procures business exclusively for the appointing carrier in a single country or territory as defined in the General Sales Agreements contract. The Government are not aware of any international airline operating in USA which works as an Agent or a General Sales Agent for another airline.

(b) Air-India do not have a General Sales Agents at any point in the U.S.A.

(c) Does not arise.

Leasing of cargo aircraft and purchasing of Boeing 747

1266. SHRI RAJNI RANJAN SAHU: DR. BAPU KALDATE

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Air India has recently entered into two contracts viz., one relating to the lease of three cargo aircraft and other involving the purchase of a Boeing 747 Jumbo jet to replace 'Kanishka';

(b) if so, what are the details thereof;

(c) whether the contract was referred to the Air India Board of Directors for its approval;

(d) if not, what are the reasons therefor; and

(e) the loss incurred by Air India due to delay in negotiating the contracts?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) One June 15, 1985, Air India concluded an Aircraft Lease Agreement with Evergreen International Airlines for the wet lease of freighter aircraft with effect from July 1, 1985 as follows:—

(1) One DC-8-63F aircraft for a period of 2½ years.

(2) One DC-8-73F aircraft for a period of two years with the option to extend the contract for a further period of one year on the same terms and conditions. The agreement for the DC-8-73F had a provision for the possible substitution of the same with a Boeing 747 Freighter. Accordingly, the Boeing 747 Freighter aircraft has been substituted in place of the DC-8-73F aircraft with effect from April 6, 1986.

Air India has also been leasing IL-76 capacity from Aeroflot for its freighter operations since April 1982.

As regards the replacement of Boeing 747 Kanishka aircraft which was lost in an accident in June 1985, the Air India Board has recently approved the investment proposal for acquisition of a Boeing 747 SP aircraft. As no aircraft of this category, out of the offers received, has yet been selected, the question of executing a purchase agreement for this purpose has not arisen.

(c) and (d) It was not necessary for the Management to obtain the approval of the Board of Directors of Air India for the matter relating to the finalisation of the agreement for wet leasing of the freighter aircraft, as this was within the competence of the Management. The approval of the Government was, however, obtained by the Management before executing the agreement.

(e) The earlier contract for the wet lease of freighter aircraft which was finalised with National Airlines expired in March, 1985. This arrangement with National Airlines was, however, extended for a further period of three months and as such there was no loss of revenue on this account.

Famine of X-ray films in NDMC hospitals

1267. SHRI J. P. GOYAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the 'Hindustan Times' of 22nd April, 1986 with the caption 'NDMC hospitals facing famine of X-ray films';

(b) if so, what are the details in this regard;

(c) what are the reasons for the shortage of X-ray films in NDMC hospitals;

(d) the approximate number of patient daliy affected by this shortage;

(e) the name of the film which supplies X-ray films to NDMC hospitals; and

(f) what are the reasons for not supplying the X-ray films to the NDMC hospitals and what action has been taken against the persons responsible for the lapse?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) The Government is aware of the news item.

(b) to (d) NDMC have informed that there was no shortage of X-ray films in the NDMC Hospital.

(e) 1. Hindustan Photo Films Manufacturing Co. Ltd.

2. Agfa-Gevaret India Ltd

(f) Does not arise in view of answer to (b), (c) and (d) above.

Quantum of monetary incentive for sterilisation in Chandigarh

1268. SHRI PAWAN KUMAR BANSAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the quantum of monetary incentive awarded to a person undergoing sterilisation;

(b) whether it is a fact that recently this amount has been substantialy reduced in Union Territory of Chandigarh;

(c) if so, what are the reasons therefor, and

(d) whether it is also a fact that there is a decline in the number of people opting for sterilisation?